

CLASSIFICATION ~~CONFIDENTIAL~~ CONTROL/US OFFICIALS ONLY

COUNTRY Germany (Soviet Zone)

REPORT NO. [REDACTED]

TOPIC Jueterbog-Altos Lager Airfield

25X1A

25X1C

25X1A

EVALUATION [REDACTED]

PLACE OBTAINED [REDACTED]

DATE OF CONTENT 13 March 1951

25X1C

DATE OBTAINED [REDACTED] DATE PREPARED 9 April 1951

25X1A

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

**REFERENCE COPY****DO NOT CIRCULATE**

SOURCE 25X1X [REDACTED]

1. The Jueterbog-Altos Lager (N 52/E 69) airfield was observed between 9:30 a.m. and 1:30 p.m. on 13 March 1951 from its eastern and southern edges. About 25 twin-engine low-wing aircraft with double rudder assembly, three twin-engine semi-high-wing monoplanes with nose wheel, and two biplanes were parked on the landing field in front of the hangars, some of which were open. \* No planes were seen in the open hangars. There was flying with three semi-high-wing monoplanes and one low-wing plane. \*\*
2. The twin-engine low-wing monoplane had two suspended in-line engines with small propeller hubs, nose projecting beyond engines, mounted two-seater cockpit with strong antenna rod and machine gun pointing upward and to the rear, additional weapons firing downward to the rear. The upper portion of the plane was painted green, the lower portion was painted blue. No number was seen on the rudder assembly, but there were yellow stripes on the undersides of the wings. \*
3. The twin-engine semi-high-wing monoplane had gull wings when seen from the front, rounded wing tips, four landing flaps at trailing edges of wings extending from aileron to fuselage, plexiglass nose with mounted pilot's seat, plexiglass cabin on top of fuselage behind pilot's seat, machine gunners' stations in tail and in both sides of fuselage, nose wheel, main landing gear retracting in engine nacelle, wheels fitted at outer side of single-strut landing gear, large and suspended radial engines with small propeller hubs probably not controllable, rump of engines projecting beyond trailing edges of wings, straight elevator assembly mounted on double rudder assembly which is almost square shaped, no armament. All three planes were painted green. The first plane had the white number 2, the second one had the number 34, and the third plane had no number. \*
4. The semi-high-wing monoplanes used about half of the runway for taking off and about two thirds for landing. They made large left turns of about 6 to 12 minutes over the field. The twin-engine low-wing monoplane used a take-off run which was slightly longer than that used by the semi-high-wing monoplanes. They also practiced local flying. Three twin-engine low-wing planes

CLASSIFICATION ~~CONFIDENTIAL~~ CONTROL/US OFFICIALS ONLY

Document No. 10

No Change In Class. ☐☐ Declassified

Class. Changed To: TS S (C)

Auth: HR 70-2

Date: 15 AUG 1970

By: 24

CONFIDENTIAL

SECRET/CONTROL/US OFFICIALS ONLY

2

25X1A

made long flights between 11 a.m. and 12:30 p.m. Flying lasted until 1:30 p.m. At 11:15 a.m. and at noon, respectively, one single-engine low-wing plane landed at the field. The plane, probably of LA type, had double radial engine, trapezoidal wings with rounded tips, plexiglass two-seater cockpit with seats arranged in tandem fashion, oval rudder assembly and antenna rod on top of cockpit.

5. About 50 men were excavating about 600 meters west of the western end of the runway. There were three or four construction sheds and about 20 to 30 dumpcars. Narrow-gauge field railroad tracks were laid. The woods was cleared as far as about 1,000 meters west of the hard surface runway. \*\*\*
6. As observed previously, the braced radio mast about 10 meters high was north of the western end of the runway, the radio installation with four masts was on the southern edge of the landing field, and a guard detail of about 4 to 6 men was quartered in a civilian house 300 meters from the radio installation. Passenger car [REDACTED] was seen going to the airfield. 25X1C

25X1A

- \* [REDACTED] Comment. The description of the low-wing aircraft indicates that the planes were of PE-2 type. The description of the semi-high-wing fits the B-25. The presence in Justerbog of some aircraft of this type was [REDACTED] 25X1C

25X1C [REDACTED] It has not been determined 25X1A whether a bomber regiment in Justerbog has been re-equipped with aircraft of this type or whether such aircraft are stationed there temporarily. The information that a machine gunner's station is on top of the fuselage just behind the pilot's seat is new.

25X1A \*\* [REDACTED] Comment. [REDACTED] the airfield is occupied 25X1C by two bomber regiments. [REDACTED] confirmed the presence of two regiments until 14 March 1951. Therefore, it is believed that more aircraft which were not seen [REDACTED] are stationed at the field. 25X1C

25X1A \*\*\* [REDACTED] Comment. The construction work observed confirms a previous information that the runway is to be enlarged to the west. [REDACTED] 25X1A

CONFIDENTIAL

SECRET/CONTROL/US OFFICIALS ONLY